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[The following information consists of various items on Yugoslav industry, port projects, shipping and trade, forest and mine exploitation, pilot training, and railroad and bridge construction.]

The port of Rijeka was badly damaged during the last war. Since it was most important to Yugoslavia for international trade, some conferences were held to discuss its more rapid reconstruction.

The first phase of the reconstruction has been completed and 80 percent of the port restored.

Modernization of the port was started at the beginning of 1948. Some new electric cranes, in part constructed in Yugoslavia and in part bought in Trieste, are in operation on the "10 September" Wharf. New, stronger cranes were built from the old ones. Their reconstruction was accomplished in the ironworks at Maribor. Three new electric cranes with a capacity of 5 tons were mounted at the "Belgrade" Wharf. These cranes move in a special track and the radius of movement is greater. Unloading capacity has been increased by 50 percent with the new cranes.

One of the important problems in the modernization of the port was the question of the water depth, which is not uniform because of the accumulation of refuse. Therefore, ships of large tonnage, particularly transatlantic ones, cannot approach alongside.

A part of the "Vladimir Nazor" Wharf was recently deepened. This wharf had previously been inaccessible to large ships.

Besides this work, some efforts have been made to modernize port installations. Industrial enterprises in Trieste do not wish to help or to deliver electric cranes to Yugoslavia because of difficulties encountered in collecting payment.

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Work is also being done in the laying of new railroad tracks which will allow entire trains to come to the wharf and thus accelerate loading and unloading.

The port today can receive 20 ships at one time and assure their loading and unloading. The maximum last year was 15 ships. The largest number of vessels received at this port was on 28 October 1949, when 17 transatlantic vessels of 8,000 to 10,000 tons and five small vessels were received at the same time. The principal place is filled by foreign vessels: Italian, British, Norwegian, Swedish, Soviet, and Dutch.

The importance of the port of Rijeka is increasing every day, and certain Dutch, Swedish, and US companies are served here more and more. Today, Rijeka represents the commercial maritime center of Yugoslavia, through which liaison with all world ports can be maintained. The headquarters of the Yugoslav Navigation Line and Yugoslav Free Navigation are at Rijeka. These companies are the most important in Yugoslavia, the first for coastal trade on the Adriatic, the second for its international character.

Industries in Rijeka

Industrial enterprises in Rijeka include the petroleum refinery, the "Aleksandar Rankovic" Foundries and Metal Products Factory, the "3 Maj" Shipyard, the tobacco factory, the paper factory (formerly in Susak, but because Susak is in the third ward of Rijeka, this factory is considered in Rijeka), the "Vulcan" Foundry and Metal Products Factory, the "Milan Sokvina" Carton Factory, and the macaroni factory.

Other industrial enterprises in the vicinity are the Railroad Technical Institute at Pula (a 3-year school, located in an old barracks, where young people are trained as technical personnel for Yugoslav railroads; present enrollment is 1,150), the cement factory at Pula (the most important industrial cooperative), the "Jugopetrol" main depot at Pula, and the fish cannery at Ika-Istria.

Yugoslav Adriatic Navigation Company

The Yugoslav Adriatic Navigation Company became the state navigation enterprise through the nationalization of two prewar companies, the "Jadranska Plovidba," a line for Adriatic shipping, and the "Dubrovacka Plovidba," a maritime line at Dubrovnik. The headquarters of the combined enterprise is in Rijeka in the "Adrija" building on the "Adrija" Wharf.

This company is entirely government controlled and is directed by the Ministry of Navigation. Before the war, the companies owned 76 vessels, with which they maintained 80 runs in the Adriatic. The government-controlled company has only 42 percent of the prewar number of ships and a small percentage of large de luxe liners.

Many ships were sunk in Adriatic ports during the war. Certain ones were damaged and others scuttled by their crews. Among them were the Prestolonaslednik Petar, the most modern ship, and the Kralj Aleksandar.

Authorities have taken all necessary measures for the rapid development of a merchant marine. Aside from the Partisan and the Radnik, two transoceanic liners purchased only for propaganda purposes, authorities have not been successful in purchasing the necessary ships for coastal trading. For this reason, the steps taken to utilize scuttled ships are very burdensome. The raising of scuttled ships was organized through the "Brodospas" Enterprise, but it could only handle small

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ships. The raising of large vessels is not profitable and requires large outlays of money. The small ships raised are sent to the shipyards at Rijeka and Split and are rebuilt for passenger transport.

Today, the following ships of the "Jadrolinija" (Adriatic Line) sail the Adriatic: the Kotor (which sails between Rijeka and Dubrovnik), the Jajce, Istra, Kostrena, Bakar, Sipan, Rab, Ston, Perast, Pasman, Lovran, Ugljan, Podhum, Budva, Dalmacija, Ljubljana (a renovated ship which is the largest on the "Jadrolinija" line), and the Podgora.

Government School for Pilots at Ruma

A government school to train reserve pilots and aviation personnel in general has been opened at Ruma. The course lasts 3 months. Some hangars have been built. Detailed information on the school's organization and on the airport is lacking.

Yugoslav Industrial Enterprises

The following industrial enterprises are worthy of mention: the "Pozela" Stocking Factory near Celje (a factory for all kinds of silk and cotton stockings), the cotton mill at Trzic (Slovenia), the "MBT" spinning mill at Maribor, the "Leskovac-Vucje" Woolen Mill, the "Indus" Leather Factory at Ljubljana, the "Pletenika" Textile Factory at Ljubljana, the "Sumadija" Small Agricultural Machine Factory at Belgrade, the flax mill at Steper (2 to 3 kilometers from Raska and 180 kilometers south of Belgrade), and the coal mines at Kraljevo (using primitive means of extraction, without drills or compressors).

Seed Purchase From Italy

Italy furnished Yugoslavia with various seeds valued at 100 million Italian lire. The payment was in kind, not in money.

Wood for Greece

Large quantities of lumber for construction are shipped to Greece from the free port. This lumber is used mostly for the construction of military barracks. The lumber is sent to Trieste from Yugoslavia through Palovic, the exporter, or from Susak and Rijeka through local merchants, and is finally shipped to Greece.

Large quantities of lumber for construction have also been delivered in Egypt.

Exploiting and Improving Forest and Mines

Much work is being done in the following forests: Kopaonik, Kukavica, Jelica, Crnivrh, near Bor, and in the Uzice region. Political prisoners and work brigades organized by the People's Front are used.

The antimony mines of the "Nisa" mine near Ivanjica are being systematically exhausted. The mineral has been sent to Czechoslovakia, where it has been smelted. The mines employ 3,000 workers.

Railroad Construction and Improvement

The Una railroad line, from Bihac to Knin along the Una River, has been put into operation. Two years were required to build this line, which noticeably shortens the route between Bosnia and Split.

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More than 400 kilometers of railroad lines were built during the second year of the Five-Year Plan. This makes a total of 1,000 kilometers of new lines built since the liberation, a total that would have taken 20 years to build before the war. In addition to the construction of new lines, the damage caused by the war has been repaired. This represents the improvement of the condition of almost 6,000 kilometers of railroad line and of hundreds of bridges and tunnels.

The laying of a second rail route between Indija and Semlin, a distance of about 50 kilometers, was started in October 1946 and completed in July 1947, using 200 prisoners of war as the labor force.

A steel railroad bridge 80-100 meters long was built at Milanovac (10 kilometers southeast ^[sic] of Kraljevo) from the beginning of 1946 to August 1948. A single-track railroad runs over the bridge. Three other steel railroad bridges were also built in the same area during this period.

In May 1948 the Skoplje-Mitrovica-Kraljevo-Belgrade railroad line was still in the damaged condition resulting from the war. The temporary bridges had not been replaced, and speed over them was very much reduced.

Reconstruction of Bridges

Repair and reinforcement of the Istibanja bridge, on the Vardar River near Gradsko, were effected in spring and summer 1948. The steel parts necessary were taken from the steel bridge at Djevdjelija (on the Vardar River on the Greek frontier), which was dismantled and replaced by a temporary wooden bridge.

The Mogila bridge is located near Bitolj on the Crna River, between the city and Prilep, on the road to Greece. It is a new steel bridge 50 meters long, with a steel platform resting on stone piers.

The Vosarce bridge, on the Crna River between Kavadarci and Prilep, is a new steel bridge like the one above.

The Strumica bridge is 30 kilometers northeast of the intersection of the Greece, Bulgarian, and Yugoslav frontiers on the Strumica River. It is a 30-meter-long steel bridge, built with parts recovered from other bridges.

The bridges were built by the "Gradjevinska" Government Construction Company. Their usable width is 5.6 to 6 meters, that of the sidewalk on one side 0.7 meter. A reinforced concrete platform rests on iron I-beams 34 centimeters high and 4 meters long. A balustrade one meter high with iron plates at its base 22 cubic meters thick and 50 centimeters high is surmounted by overlapping rails. No load limit seems to have been prescribed.

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